

**SOUTH AFRICAN CIVIL AVIATION AUTHORITY****ACCIDENT REPORT – EXECUTIVE SUMMARY**

Aircraft Registration	ZS-PHC	Date of Accident	20 February 2005	Time of Accident	1130Z
Type of Aircraft	C188 AG TRUCK		Type of Operation	Ferry flight	
Pilot-in-command Licence Type	Commercial	Age	44	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	6629.6		Hours on Type	8.0
Last point of departure	Luanda Aerodrome, Angola				
Next point of intended landing	Kitwe Aerodrome, Angola				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
S11° 158.45 E015° 136.88; dense forestry in Angola.					
Meteorological Information	CAVOK: Surface wind: light and variable, Temperature 20°C. Visibility Good.				
Number of people on board	1+0	No. of people injured	1+0	No. of people killed	0

Synopsis

The pilot was tasked to ferry the aircraft from Gabon Aerodrome to Oribi Aerodrome in South Africa. As this was a lengthy trip with six legs to fly, it included several rest and fuel stops and would have been completed over a period of a week, (14 hours in total flying time).

According to the pilot, he test flown the aircraft prior to the initial leg of his trip since the aircraft had not been flown for 2 months, and everything was normal. The pilot flew the initial leg of his trip (Gabon Aerodrome-Luanda Aerodrome) with no incident.

The pilot then took off the next day for the second leg, (Luanda Aerodrome-Kitwe Aerodrome).

According to the pilot, he was flying at 5000 feet, which is 900 feet AGL.(Elev.4100') Approximately two hours into the leg, he switched fuel tanks from left to right. He then noticed the left and right tank fuel indication dropping and decided to open the feeder tank (Hopper tank). Approximately 4 minutes of utilising the feeder tank, the aircraft lost power and the propeller wind-milled. He tried to apply power but received no response, and was losing altitude.

Due to the dense forestry type of terrain, the pilot could not find any suitable landing area and the aircraft collided with the high trees in the forest. The left wing failed on impact with the trees and the aircraft stopped on its left side between the trees. Damage was also caused to the fuselage and undercarriage.

The pilot sustained a left foot ankle fracture as well as minor hand and facial bruises.

The last Mandatory Periodic Inspection was certified on 06 October 2004 at 4334.5 airframe hours. The aircraft could not be recovered due to terrain circumstances and economical reasons.

(FOR NOTIFICATION ONLY).

Probable Cause

Awaiting final report from the Angolan Authorities.(The State of Occurrence).